

In the REALTY FIELDS of the GREATER CITY and SUBURBS



Louis Schrag
Chairman Water Supply



Frank De Muth, Chairman
Executive Committee.



Philip G. Becker, M.D.
1st Vice President.



Dr. Geo. Wenner, President
West Side Taxpayers
Assn.



J.W. Jones
2nd Vice President.



Chas. A. Schrag
Secretary.



Louis Neke
Financial Secretary

Effect of McAdoo Tunnel Line on Newark's Growth

On Next Tuesday This Route Will Have Been
in Operation Just One Year.

The first anniversary day of the running of electric trains between Cortlandt street, Manhattan, and Newark will occur next Tuesday. And just two years ago next Wednesday the Queen City of New Jersey was permanently joined to the principal theatre, hotel and the Herald Square and Fifth Avenue shopping areas by the opening of the Pennsylvania Station, at 33d street and Seventh Avenue.

The question that will probably be uppermost in the minds of large numbers of persons next Tuesday is: What effect has the McAdoo tunnel system had on building and realty buying in Newark? Many well known real estate men of Newark say that the tunnel system has materially helped the realty interests of their city. Their views on the present state and the probable future condition of the Newark real estate market are also given here.

L. Schlesinger, president of Louis Schlesinger, Incorporated, says:

"Since the opening of the McAdoo tunnel system, with its present terminal on Baybrook Place, there has been a feeling that this location is not permanent, and until some definite assurance is given the making of prospective improvements in that vicinity will be somewhat retarded. As a whole, however, it has helped the building and realty business considerably, as one can now reach Broadway in practically twenty-one to twenty-two minutes, and with the transfer system at the Manhattan Transfer one can be at Broadway and 33d street in about thirty minutes.

"The present condition of the real estate market in Newark is quite fair; contemplated improvements are being made, notwithstanding the election, the result of which has been largely discounted, and the indications are that there ought to be a good, healthy and favorable outlook for the fall and winter. A number of large concerns contemplate locating there in various manufacturing lines, and at the present time negotiations are pending with several large concerns which intend

then Summit and Morristown, and before long we will all be one happy family.

"We are looking for wonderful things from the McAdoo system. As yet it is only a good healthy child. It must be fed well to have a good foundation. We don't begrudge it proper feed, but let it grow, and when we are sure it won't hurt we will work it for all it is worth.

"As to the outlook for the real estate market in Newark, I would say it is good—must be good, for we have nothing in Newark that is not wanted by outsiders, and when this is the case business must be good. Just think of the overflow from New York alone. Where can they go and get better or more than we give them? They are handy to their business, plenty of light and good, pure air, business of most any kind, water unsurpassed, a well governed and law-abiding city. What else could anybody expect?

"Yes, business must be good, and good people must come to Newark."

Franklin F. Mayo says:

"The McAdoo route between New York City and Newark has resulted in a marked difference in the trend of travel, with the result of bringing the travelling public to a section of the city that was hitherto situated between two of our main stem railroad lines. The effect of this change is just beginning to be realized by our people at large, although those versed in real estate matters foresaw the result and many of them acted accordingly, but as is almost universally the case under such circumstances, most of us had to wait to see the people streaming across the park to realize what it meant.

"The present condition of the area affected is that old buildings are being altered or supplanted by new structures, and the territory to the west of Broad street, that was steadily increasing in value in consequence of the natural growth of our rapidly growing city, has received an impetus that always obtains under similar conditions.

"The McAdoo line will not, in my opinion, bring residents to Newark other than in a secondary manner, that is, until we have perfected a plan of trolley transportation that at present would seem to hinge upon the activities of the City Planning Commission in conjunction with the proper disposition of the Morris Canal, which to many appears to be the key that is to unlock the door that is at present a barrier between a desirable method of getting from one end of the city to the other.

"As soon as the trolley routing is satisfactorily disposed of then the patrons of the McAdoo line could by a system of transfers be transported to the suburbs with comfort and expedition.

"Strange as it may seem to us, there are many people in New York who view Newark as a small sized community, and it is amusing to observe the astonishment expressed by these good people when they visit our city for the first time, as we feel that we are living in a rather large city, and naturally so, since our population is approaching the 400,000 mark.

"Now, in regard to the real estate situation in Newark.

"The real estate situation in Newark is a healthy, normal, broad development along all lines of real estate activities pertaining to a growing city with many and diversified industries as we possess.

"Our commercial banks are sound, large, prosperous and generous in their relations with their customers. Our financial institutions that loan money on bond and mortgage show their faith in the present and future of Newark by endeavoring to meet the requirements of all legitimate propositions presented to them.

"Without entering into details at this time, it is my opinion that the history of Newark real estate will be similar to that of New York City, which is one of steady increase in value in consequence of the constant and increasing demand, brought about by many potent conditions, a description of which would illuminate clearly the reason why Newark must be one of the foremost cities of the country.

"As to the question, 'What is the real estate outlook in Newark?' my answer would be as follows: The real estate outlook depends upon the growth of the city. The growth of Newark of course depends upon the attractiveness of the reasons why people should come to our city, and here is where we are 'strong.'

"It is embarrassing to give the list of advantages we have as there are so many and of such excellent character that the narrator unconsciously begins to smile at the similarity of his descriptions to that of some able barder for a Coney Island show. Our city possesses so many advantages any one of which alone could be considered as a valuable asset, and when the sum of all our advantages is considered the deduction is that we of Newark who are living right on the ground are doing well to begin to awake to our advantages and possibilities.

"It is this awakening that might be called the icing of our splendid cake of opportunity. This awakening is deep seated, earnest and growing. It is the yeast that makes it possible for us to make desirable all other ingredients of our civic loaf of bread, and this yeast of the spirit of growth is sufficient in quantity to take care of an exceedingly large loaf of bread."

Robert B. Stoutenburgh says: "The Mc-

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Stalwart Guardian of Many West Side Interests

Taxpayers' Association Favors Building of 1,200-Foot Piers North of 23d Street.

The West Side Taxpayers' Association has been for years a stalwart guardian of the interests of the public on the western side of the town.

Often it has had removed a menace to the business and residential life of the section so skillfully and so quickly that those persons and concerns which were benefited more than any others by the changed conditions did not know whom to thank. But when it is necessary to produce general commotion, to arouse the majority of industrial and residential interests for or against a proposed public improvement project, the organization makes itself clearly heard from one end of its district to the other.

New York has many well planned and ably managed real estate organizations, and this is one of the strongest and best. And it is undoubtedly true that it is under the present officers, who were recently chosen to carry out the objects of this wide-awake association of property owners.

As the name of the organization implies, all its members are landlords of the section, and are daily in touch with the various needs of the western region of Manhattan.

The officers recently elected are as follows:

Dr. Geo. Wenner, president; Dr. Philip G. Becker, first vice-president; John W. Jones, second vice-president; Charles A. Schrag, recording and corresponding secretary; Frederick Keller, treasurer; Julius Neke, financial secretary; and W. C. Pratt, clerk.

The trustees are: Charles Hyatt, Christopher DeMuth, and Thomas P. Burke. Frank DeMuth is chairman of the executive committee, John J. Pheelan of the law and legislation committee, Dr. George Wenner on tenement house, Dr. Philip G. Becker on complaints, Joseph Wenner on taxes and assessments, Louis Schrag on water supply, John Wilburn Jones on the press, M. J. Horan on rapid transit, Julius Neke on admission, J. Zimmermann on finance and Charles A. Schrag on auditing.

This organization has made a thorough study of shipping conditions along West street and at the other important freight and pier sections. It has strenuously opposed the proposition of a great freight terminal south of Gansevoort Market, believing it would not at all be an adequate solution of the freight handling problem.

"The West Side Taxpayers' Association has made a thorough study of the pier facilities on the West Side and of the opportunities there for improving them," said Louis Schrag, the well known real estate broker, who is one of the most prominent members of the organization, yesterday.

"The organization," added M. Schrag, "pointed out to the proper officials some years ago that the longest controversy over adequate piers could be quietly settled by approving plans to build them in the sections between 23d and 34th streets, and between 4th and 5th streets.

"Well, the attitude of the Board of Estimate last Thursday seems to assure that the proposition to build piers from 4th to 60th street will be approved and that the piers will be about 1,200 feet."

"It would be neither a startling engineering feat nor an unusually expensive one to place the bulkhead line further east, so the length of the piers would be 2,000 feet.

"Now is the time to make these two districts notable for piers at which the biggest greyhounds can easily dock, and where even larger steamships likely to be built in the near future could find comfortable berths.

"The organization supported the project for the extension of Seventh Avenue.

"The West Side taxpayers are opposed to the proposition for the building of a diagonal thoroughfare extending from the Pennsylvania station, at 33d street and Seventh Avenue, to the Greater Grand Central Terminal, at 42d street and Fourth Avenue.

"We think such a diagonal public highway would divert trade from the Sixth Avenue and central Fifth Avenue shopping malls, and the largest share of the loss would have to be borne entirely by the merchants of those great trade centers and the owners of buildings and land there. Then, with a lessening of the shipping strength of the section there would be a decline in the taxable quality, and the city as a whole would be a loser.

"It has, moreover, been carefully estimated that the sum of \$25,000,000 would represent only the cost of the property needed for the thoroughfare. That is a stupendous sum to part with just to unite two big railroad terminals with a beautiful driveway.

"The association has been active in urging the immediate widening of the roadway on Eighth Avenue, between 59th and 110th streets. It wants fifteen feet of the roadway along the park taken away in order to eliminate the dangerous condition existing between the east car tracks and the park. At the present time automobiles and wagons going north and south confuse pedestrians in crossing. The widening would also relieve the traffic congestion.

"The association has for a long time been actively engaged in urging the re-

moval of the New York Central's tracks on Eleventh Avenue."

Another well known member of the organization says:

"Not alone do we help one another, but insist upon the taxpayers' money being properly expended, so that we receive the full service from our public employees, and in that way we are accomplishing good for the entire community.

"Our meetings are very interesting and instructive; by attending, members learn how the city and state departments are conducted."

"Our association has been urging and working for the early construction of the Seventh Avenue subway, as the lower West Side is greatly in need of better facilities to transport the hundreds of thousands of people who will daily be brought into the Pennsylvania section."

SALES AT WOODMERE.

The Woodmere Realty Company reports the following sales of property at Woodmere, Long Island: E. J. Johnson has bought three plots, with a frontage of 240 feet on the south side of Georges Boulevard, between Smith street and Bowers Point Branch, which is part of the property now used by the Woodmere Country Club for its golf links.

S. J. Bloomingdale, of Bloomingdale Brothers, purchased a corner plot, with a frontage of 80 feet on Broadway and 150 feet in Lafayette Place, which is the only plot on Broadway west of Lafayette Place which is not restricted to private residences. Mr. Bloomingdale expects to improve this corner with a business structure, which shall be devoted to banking purposes as well as a real estate office.

Jesse W. Ehrlich bought the southwest corner of Woodmere Boulevard and Broadway, which is now improved with a fine private residence, designed by Charles Barton Kern and occupied by William P. J. Piel, of Piel Brothers.

Emil S. Levy purchased two plots on the western side of Lafayette Place, between Central Avenue and Cedar Lane, with a frontage of 150 feet in Lafayette Place and a depth of 155 feet. This plot adjoins the new residence of Divine Hewlett.

L. M. Simon bought a plot 60x100 feet on Neptune Avenue, near Broadway, close to the residence of Clarence Maston.

Charles A. Newman has bought an entire block front on the northern side of Amundsen street, between Bowers Point Branch and Smith street, comprising over forty lots, divided into six plots. The purchaser will erect at least two residences on this property in the early part of next spring.

FARMS AROUSE MUCH INTEREST.

The T. B. Ackerson Company has placed upon the market a series of farm acres on Long Island. The location of these farm lands is attracting the attention of investors and home seekers and future, with property values, present and future.

Brightwaters Farms are located between the Montauk and Main divisions of the Long Island Railroad. Adjoining the handsome South Bay residential park, and Bay Shore. At the northern extremity is Brentwood, the well known Long Island health resort, and adjoining it that famed land set aside by the T. B. Ackerson Company for bungalow purposes.

The advantage of purchasing farm acres between two growing communities whose encroachment must steadily increase the value of land is apparent to those who have watched the unparalleled growth of Long Island developments. For production purposes the farm acreage well located offers a present solution of the high cost of living; for investment, it promises an early realization of high class residential plot prices, on virgin soil that lends itself readily to cultivation while the owner is awaiting profit. Such an opportunity must appeal to the man of small fortune who wishes a safe and sane investment for his capital and to whom the harvests of the Land Show carry an urgent message.

At Booth of Canadian Pacific Railway at Land Show.

A splendid collection of beautifully mounted wild animals representative of the big game of the Rocky Mountains is one of the most striking features of the Land Show and Natural Agricultural Exposition at the 71st Regiment Armory. It is on a high pyramid built of specimens of the natural woods of British Columbia, and is a part of the exhibition of the Canadian Pacific Railway.

A snarling coyote at the apex of the pyramid first catches the eye of the visitor, while below him are magnificent specimens of the grizzly bear, timber wolf, etc. At the base of the pyramid a big mountain lion shows his teeth, with his powerful paw upraised as if to strike.

About the walls of the Canadian Pacific Railway booth is hung a large collection of mounted heads, illustrative of other big game along the lines of the railroad. The moose is represented, as well as the caribou, elk, mountain goat, mountain sheep and mule deer. There are also specimens of small game and game fish.

The outer walls of the booth are lined with a series of transparencies, ranging from five to nine feet in length, showing five hundred miles of the charming scenery of the Rocky and Selkirk mountains.

The space within the booth is filled with other striking displays. There is an automatic cabinet, illustrating a trip on Canadian Pacific steamships and railway trains all the way from Liverpool to Hong Kong, more than half the distance around the world, and there is also a scenograph, operated by electricity, showing the Canadian Pacific-Atlantic expresses moving to and from Quebec.

On the left wall is shown the largest picture of its kind in the world—a photographic enlargement in colors of the Canadian Pacific's fleet, sixty-seven vessels, out of the total of seventy-four, which the railway company owns and operates. There are models made to exact scale by W. T. Edwards, the geographical specialist of Toronto. One shows the grade reduction loops at Field, B. C., with the

wonderful corkscrew tunnels, which reduce the grade of the railway so that one locomotive can now do the work which formerly required three.

Another is of the beautiful Banff Valley, showing at a glance what a garden spot lies between the towering mountains of that region.

On one side of the mounted animals is a pyramid showing the different cereals of Western Canada; on the other, an interesting display of fruits. There is an exhibition of the evolution of a loaf of bread, showing the entire process from the time the grain is harvested to the final baking of the loaf.

A feature of great interest is an exhibition of the natural gas with which a large part of the Province of Alberta is lighted. A huge tank containing this gas under pressure has been brought out from Alberta and will furnish the illumination of two gas jets, which will be kept burning through the exhibition.

There are eight gas wells in Alberta, producing 250,000,000 feet of gas. Gas for

manufacturing purposes is supplied as low as five cents a thousand feet. Though the town of Calgary is located 182 miles distant from these gas wells, the product is brought to manufacturers and householders and sold at rates from 15 cents to 25 cents a thousand feet.

The exhibition of the Canadian Pacific Railway is designed to show visitors to the exposition what Canada as a whole has to offer to tourists, sportsmen and settlers. Any information desired regarding the business and industrial opportunities of Western Canada will be cheerfully given.

The Canadian Pacific Railway owns and operates 11,000 miles of railway, seventy-four steamships and eighteen hotels. It has on its payrolls 57,000 persons, an industrial army equal in numbers to the regular army of the United States.

A feature of the decorations is the intertwining of the British and Canadian flags with those represented by the ports of call of the Canadian Pacific Railway steamers.

THE NEWLY ELECTED OFFICERS OF THE WEST SIDE TAXPAYERS' ASSOCIATION.

AN INSTRUCTIVE DISPLAY Facts from the Manhattan Board of Brokers

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Did it ever occur to you that you can refer back only a few years to some of the most important events in your life and only that certain events keep repeating themselves it would be almost impossible to fix the date or happening of your most vital events affecting yourself?

In the matter of history we can seldom recall more than a few of the dates of the most important occurrences and their outcome. For this reason it has become a custom to have a various memoranda made which can be referred to when needed.

The present condition of the real estate market in Newark is quite fair; contemplated improvements are being made, notwithstanding the election, the result of which has been largely discounted, and the indications are that there ought to be a good, healthy and favorable outlook for the fall and winter. A number of large concerns contemplate locating there in various manufacturing lines, and at the present time negotiations are pending with several large concerns which intend

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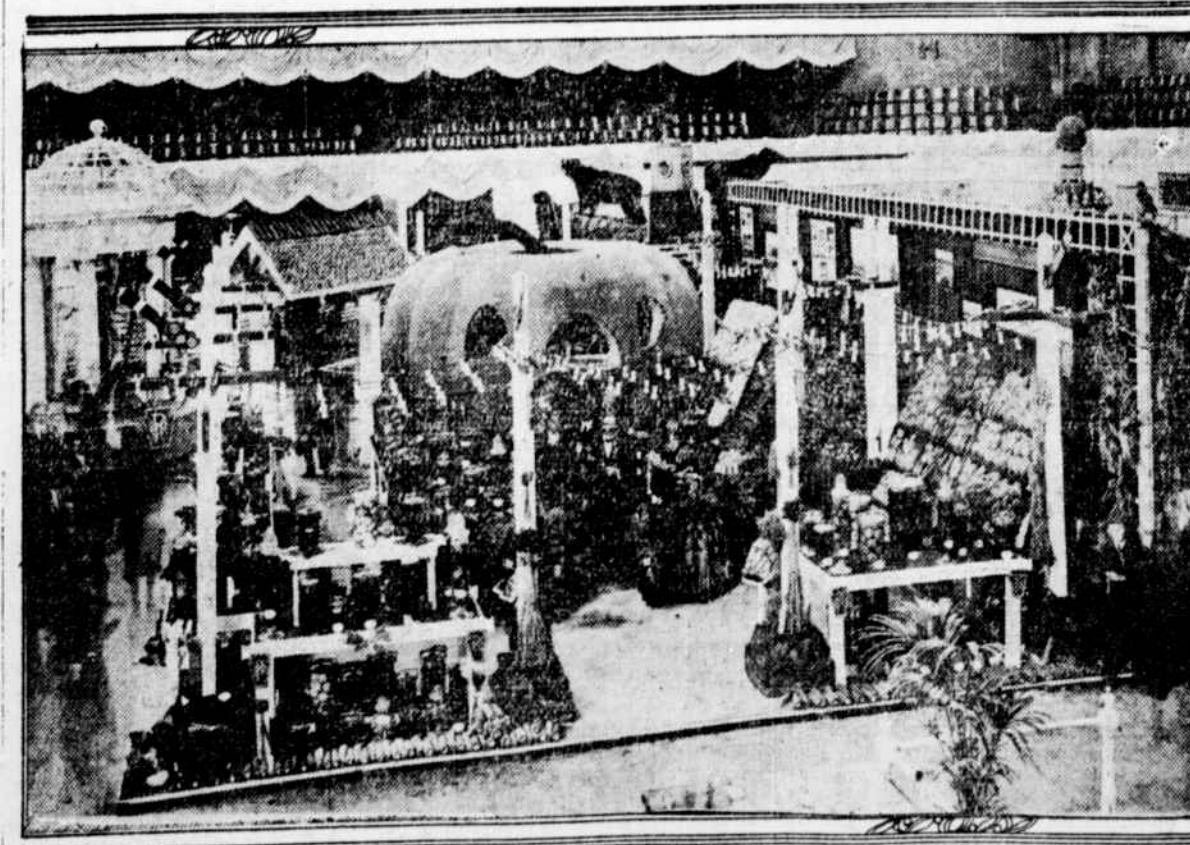
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AN ATTRACTIVE AND INSTRUCTIVE DISPLAY.
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